BURNING OF THE NORTHERN INDIANA.

Bur, ALO, Friday, July 18, 1856. We have the following anditional particulars of the burning of the Northern Indiana. The fire originated in the wood-work around one of the chinneys, and spread very rapidly. The vessel burned to the water's

edge in fity minutes. Mr. Wetmore the first mate, commanding in the absence of Capt. Pheat, exerted himself to the utmost to save the passengers, and was the last one to leave the burning vessel. He stood at his post threwing doors, life preservers, stools, &c , to the passengers, who, wild with excitement, were leaping overboard in masses. The weather was pleasant and a dead calm prevailed, and Mr. Wetmore says, could be have controlled the reckl-seness of the passengers in jumping overboard, not one of them would have been lost, During the excitement some of the firemen and deck hards launched a small boat, into which several of them jumped, but it was drawn under the wheels of the steamer and they were lost.

The steamer was towed in shore by the propeller Republic, and Low lies at Pigeon Bay, above Point au Peleo in ten feet of water. Her hull is said to be unirjured With favorable weather she can be towed

With regard to the number lost reports are conflicting, and a correct estimate cannot be made, as the trip sheets were destroyed. Mr. Marsh, the clerk of the vessel arrived at Clevelard this morning. He rays that not less than fifty have been lost.

The propeller Republic, supposed to have saved a number of the passengers, arrived at Detro t this morning with several of the crew but with only two of the

We have no names of persons either known or sup-

DETROIT, Friday, July 18, 1858. The number of passengers saved from the Northern Indians, brought up by the Mississippi, is 142.

The following persons are known to be lost: Sewell Turner and Daniel Gray, of Rome, Maine; Michael Burke and Thos. Farre, firemen, of Buffalo Mrs Eliza Blanchard of Augusta, Me ; Henry Nims and child of Tully, N. Y.; Augustine Fulvalle of Buffalo; Geo Dawson of Brockport, N. Y.; Mrs. Mary Ladayard of England; Mrs. Mary Ackroyds, her father, mother, husband, and two children, of England; G. Smith of Buffalo; Eugene Cary and child of Greenbush, Wis.; Miss Jenning of Waverley, Ill; Hezekiah Tuomas of Buffalo; Nichelas Commerford of Rochester; a lady and child of Louisville; three coal-heavers, a deck hand and a child.

It is feared that more than these have been lost.

The Captain of the Republic thinks none were saved except those on board his own vessel and the Mississippi. Our citizens held a meeting last night and raised

\$800 for the sufferers, and several more hundreds were raised for them to-day. Every attention is paid to them. Free railroad and steamboat passes are furnished them, and the hotels and the telegraph are also free to them.

On Thursday we received from the agent of the Michigan Southern and Northern Indiana Railroad

"We have received a dispatch that the passenger "We have received a dispared that are all saved.

J. F. P."

THE CANADA OUTWARD BOUND. HALIFAX. Friday, July 18, 1856.
The Royal Mail steamship Canada arrived here from Boston et 111 o'clock 'ast night, and suiled again for Liverpool at 111 o'clock.

THE TRIBUNE FUND FOR KANSAS.

The proposal of our correspondent "Jasper," in Thursday's paper, that the readers and subscribers of THE TRIBUNE should send in a dollar each as a fund for the relief of Kaneas, has been responded to by a number of our friends, whose contributions shall be acknowledged in detail on an early occasion. We assure them, also, that the money shall be so applied that not a cent of it shall ever go, by any accident or mismanagement of ours, to increase the resources of the Border Ruffians. Let our friends then send on their dollars and half eagles for this glorious cause, and swell THE TRIBUNE fund to something worthy of the million and a half of readers, who now form the constituency of this

THREE PERSONS POISONED BY A SURGICAL OPERATION.

From The Genera Gazette
It is our duty to record one of the most sad, and at It is our duty to record one of the most sad, and at the eame time sit gular occurrences that has ever come within the sphere of our observation, which has already resulted in the death of two of the parties concerned, and so badly injured one other that his live is despaired of. The circumstances are these: Dr. John Potter, residing at Pratisburg, Steuben Co., brother of Dr. Hazard Potter of this village, well known as one of the most ekiliful surgeons in this State, was called upon to dress a man'a arm which had been mutilated in the cog-wheels of some machinery. He made every effort to save the arm from amputation, and in this, at the sacrifice of his can life, he has probably succeeded. The arm having maturated, he called on his brother, Hazard Potter, of this village, to assist in opening it. During the operation he by some accident cut himself slightly, and allowed some of the virus from the arm of his patient to mingle with the blood. This in a few days had so poisoned his entire system that no earthly power could save him. He died on Friday last. While attending his funeral, his brother Hazard, who had a slight scratch on his hand at the time of performing the operation, and who had also Hazare, who had a slight scratch on his hard at the time of performing the operation, and who had also become poisoned by the vuus, telt an itching about his fingers, which proved to be the workings of the poison, and athough attended by all the physicians in Geneva his life is despaired of. Another man was assisted in dressing the arm was poisoned, but we have not been informed of his situation at the time of writing

P. S.—Since writing the above, we have been in

The Treasurer of the Joint Committee for the Relief of the Sufferers by the late inundations in France acknowledges the receipt of the following subscrip-

mento a toale of the toe	T. C.	
tions:		
Mr. D Aster d	\$250 Daniel Low	#325
WILL D. Astor	250 Samuel Packwood	20
Alex T. Stewart & Co		25
Duncan, Sherman & Co	250 Wm. Beand & Co	25
Grinnell, Mintum & Co	250 Mitchell & Fott	335
Goodhue & Co	250 J. Bowman Johnston &	- 00
Wilmerdinge & Mount	250 Co	25
Howland & Aspinwall	250 John Gihon & Co	25
Van Wyck, Townsend &	Jacob Le Roy	25
Warrens	250 Lord & Taylor	15
S. H. & C. W. Fosters	250 Ellery & Gibbans	25
Brown Brothers & Co	100 Babcock, Brothers & Co	30
M. Van Schaick	100 Moller & Riera	25
R. L. Stewart	100 R Bell & F. H. Grain	50
A. V. Stout	100 Zipey Brothers	25
Farnando Wood	100 A. A. Low & Brothers	200
L. & B. Curtis & Co	100 W B. Crosby	50
Vyse & Scr	100 Robert Dillon	- 20
Royal Phelps	100 Joseph Walker	25
Benjamin H. Field	100 Cash	5
Carr & Co	100 Cash	- 5
Sterben Whitney	100 Eagle & Hazard	25
L. Von H ffman & Co	100 W. Mackay	25
Thomas Haut	1ed J. D Jones (ackn'd hators	
Beebe & Co	50 \$30, 2d subser(ption)	70
Cash (American)	30 J C. Erneuputsch	10
P. Speyer & Co	30 With an Englishmen's	-
Strong & Smith	25 commiments	10
Wm H DeForest & Co.	50 Little, Alden & Co	25
Wilmerding, Hoguet &	Casa, Congreve & Son	10
	50 Fellows & Co	10
P. B.DR DILW C. WITH DESCRIPTION	Cooper & Fellows	10
A U.W. Limetti C.	25 G. Dard & Co	10
Lineman or Dishe.	25 J. D. Baker & Co	10
J. H. Brower & Co	50 Cash	
Henry W. T Meli.	50 James Demarest	38
George S. Stephenson	25 Mortou & Grignell	56
Cash,	51 Bird & Grilel au.	100
	with the Children and a constant	1979

The Freie Presse of Philadelphia, a German daily, which is doing good service to the cause of Freedom in Pernsylvania, issued yesterday the first number of a large and handsome weekly under the title of the Republikanische Flagge.

THE POUGHKEEPSIE ELOPEMENT.—The father of the misguided girl, who ran off with a married man, overtook her at Buffalo, and brought her back to her

The Skaneatelas Democrat this week hands down the Buchanan flag.

THE SLAUGHTER ON THE NORTH PENNSYLVANIA RAILROAD.

Sixty Killed-One Hundred Wounded.

FULL PARTICULARS FROM EYE-WITNESSES.

From Our Own Reporters. PHILADELPHIA, Friday, July 18, 1856.

We paid a visit to the scene of the late distressing calamity on the North Pennsylvania Railroad this morning. As the train proeceded through the streets of that portion the city inhabited by those most afflicted by the loss of friends and relatives, the people gathered in groups at their doors and gazed upon the cars with openmouthed amazement, apparently wendering at the audacity of the Company in continuing to carry passengers after the late slaughter. As we neared the Cohock-ink Depot, mournful processions were passing through the street, bearing on settees the burned and blackened bodies of parents or children, just recognized as such by the aid of a shred of clothing, or a little mark upon the skin. Children, too, sat in the doorways, nursing their bandaged limbs, while others, half maimed, hobbled about by the aid of canes and crutches. It was a sorrowful scene, and fearfully suggestive of the unutterable woe which had overwhelmed the merry-makers of the previous morning.

At the Cohocksink Depot, other bodies were in process of recognition, or being taken away by their riends. The depot was full of people, numbering several thousands, but an almost solemn stillness reigned over them, unbroken cave by the shrill whistle and the warning bell of the locomotive.

The course of the North Pennsylvania Railroad runs through a very uneven country and much of the track is laid in deep cuttings. Where the collision took place the road curves, within the brief distance of 250 vards, very much like the letter S. The excursion train was emerging from a cutting below Camp Hill Depot, and go ing at a tremendous rate of speed, in consequence of having experienced delays, when the down train, of which Van Stavoren was conductor, came through a deep cutting at the other end of the curve, not more than 250 yards distant, and the collision was inevitable. Owing to the depth of the cutting at the north end of the curve, the top of which was crowned by a grove of large trees, neither conductor could see the approaching train, until it was too late to check their headlorg career. Nor could we learn that the warning whistle of either engine was sounded on approaching this dangerous curve. The scene which followed beggars description Five

large cars, filled with adults and children, were more or less crushed; the timbers of the three foremost nterlocking each other in fatal embrace. The engines reared on end, their massive breastplates crushed to atoms, and their huge rods and cylinders torn and bent, and shattered in every conceivable form of destruction, and then fell prostrate across the track. But if this ruthless material destruction was appalling, how terrific, how awful, was the destruction of human ife which attended it! From the spintered ruins of those cars arose cries and shricks, grouns and objurgations of unearthly intensity; while through their ruptured sides and floors protruded the limbs and bodies of scores of the dead, wounded, and dying, who but a moment before were in the heyday of happiness. Palsied for a few moments, the bewildered survivors could only gaze helplessly upon the horrors before them. A reaction ensued, and then each flew to the rescue, impelled by a common instinct. But no ordinary finite help could successfully cope with those giant forces. One ran to a neighboring house for an ax to stave in the panels of the cars; others get rails from the fence to pry the great timbers off; while still others sought to dash in the wiadows, and thus extricate the inmates. Then, to add another depth to the horror of the calamity, the burning coals from the engines set the cars ablaze, and the wretched people, passon d in their seats, held between planks and timbers by their arms or legs, and wholly unable to escape, were subjected to the exeruciating agony of reasting alive. From the lew houses in the vicinity those whose energies were not altogether prostrated procured buckets, and forming in a line rapidly passed water from the little brook in the meadow hard by, to extinguish the flames. As well attempt to stem the torrent of Niagara with a wave of the hand as quench these furious flames with a few water pails! The fire raged on resistlessly, and loud above the roar and erackle of the flames arose the helpless, agonizing cry of the poor wretches who

were expiring within their terrible embraces. At length fainter and fewer sounds of suffering were heard, and soon the spirit of the last victim of this auto da té of stupendous recklessness and foolhardiness took its flight to other spheres. To their honor be it spoken, the people near by, with a single exception, lent what aid was in their power to alleviace the calamity. But it was little they could do, except to sympathize and soothe the survivors. Of the gay throng of an hour before, nearly sixty had died deaths of inconceivable agony, and more than a hundred others were swarting from wounds of every degree and kind. To add to the misery of the wounded, the sun was shining with intense fervor, and the air was fairly a-quiver, with heat, while there was scarce a tree or a shrub to give them shelter or repose. A blacksmith's shop and the rude cepot-shed afforded shelter for a few, but the majority were destitute o even these poor comforts.

As soon as intelligence reached this city, a car was dispatched with medical men, and such other assistance as could be obtained, and people of every condition hurried off to the spot in vehicles of every kind, some on foot, and those who could get standing places, en the train. Cohocksink Depot was besieged from early morning until the next morning, by an anxious crowd of the residents of Kensington, and the scenes which were enacted there yesterday would move the

All of the dead and wounded have been conveyed to Philadelphia; that is, all of the dead that could be found, but when we were on the ground this moraing, men and boys were digging for money and valuables in the ashes of the fire, and every now and then turned up pieces of burned flesh and particles of charred bone, not larger than the little finger, and some smaller. These were carefully collected together and buried near by. A sickening odor of burned fiesh filled the atmosphere in the neighborhood, and rendered it exceedingly difficult to remain on the spot long without suffering from nausen. There are several persons

suffering from nauses. There are several persons missing, mostly children, whose bodies were no doubt entirely consumed, and of the bodies which were recovered the greater portion were more blackened trunks, shorn of their members by the fire.

For about 150 feet the sleepers under the track were burned so much that it was necessary to lay down new sleepers in their places. The locomotives and tenders are of no further use, except for old metal, as they are burned and battered, and even purtually melted, beyond restoration. About fifty car wheels, from which the weed work had been entirely consumed, were lying around in confusion, and heaps of cast iron seat frames covered the ground. The spot where the fire occurred was covered with ashesnals, and masses of melted glass, iron and brass—all that remained of live metted glass, iron and brass—all that remained of five first class passenger cars. Near by were scores of mulk first class passenger cars. Near by were scores of mulk cans, burned to a rusty line, and still smelling of their lacteal contents in grateful contrast to the disgusting odors that prevailed about the place. In many places the newly turned earth suggested the bloody secrets which it hid from view. Close at hand was the crimson-plush back of a seat bespattered with the blood and brains of him who last reclined against it. So we might continue to enumerate the dread exidences of this disaster that were strewn all around; but to us the most revolting sight by far was the crowd of mon and boys grubbing among the wreck, and stirring up the purefying masses of human flesh and particles of burned bone for the stray coppers and sixpences which might be lying among them.

might be lying among them.

Returning from the spot to Philadelphia, we stopped at the Cohockeink Depot for a few moments. It was as full of men and women as when we passed it some hours before. They were seemingly gathered together out of sympathy for the bereavements of each other,

and very little was said by any one. Lying exposed upon pine boards, to the gaze of everybody, there were the remains of six human beings, so disfaured by fire as scarcely to bear a semblance of their humanby fire as scarcely to bear a sembsance of their humanity, while carpenters and mechanics were heedlessly at work close by. One body, that of a girl, had evidently been burred to death. The upper part of her bead was entirely consumed, as were her limbs, but her aims were uplifted before her face, as if to spield it from the flames, and her body was full and plump as when in life. A boy had been caught around the body; his trunk only survived the action of the fire. Unlike most Railroad Companies, when calamities of this nature befull them, the North Pennsylvania (Companies) and the common decomments. Geomany did not provide the common decessor of coffins to receive the dead. All of these which were recognized were wrapped to a sheet by their shoulders. A little more thoughtfulness on the part of this corporation would have been more seemly under such distressing circumstances. It was apprehended last night that the relatives of

the deceased would fire the d-pot and tear up the Company's track, so between three and four hundred policing in were stationed in and about the building. Their services were not, however, called into requisi-

Of the burned bodies which were brought to the city at 11 o'cleck last night, the following in addition to the names given yesterday have been recognized.

DEAD. John Slean, aged 13, residence Singley's Row. Francis Walls, 21 years, residence Phillips, above

Master street.
Patrick and Edward Flannigan, aged 16 and 14 years residence Pink street, above Master.
Catharine Kroner, aged 18, residence Pink, above

Master streets.

Hugh Tracey, aged 16. Fourth st., below Jefferson.
Edward P. Gillen, aged 18, residence Pink, above

Mes'er st. John Dudsen, aged 21, Sarah street, below Bedford. Serah McGec, aged 18, residence No. 100 Hannah James Gallaber, aged 20, Weaver court, between

Cadwalader and Second streets.

James McCourt, aged 21. Master street near Char-John Gillen, aged 18, Fourth street, between Master and Jefferson streets. John Gillen, Fourth street, between Master and Jef-

ferson streets.

— McAleer, Third street, above Columbia.

Lawrence Dillon, aged 51, Frankfort road, below
Vienna flower part of the body burnt off).

Six unknown dead in the depot.

Bindget McCain, aged 20, residence Brenner's court,

between Trird and Fourth streets (missing).

Michael Burns, son of the Constable of the Seventeenth Ward of that name (missing).

DIED SINCE ACCIDENT.

Thomas Kelly, of Thompson street, above the Ger mantown road, died during the night.

John McVey, aged 15, Philip street, below Oxford, died during the right. died during the night. Wm. Barnard, aged 1s, Cadwalader, above Master

street.
Caroline M. Krove, aged 14, Girard avenue, above
Fifth street.
James Gallagher, 20 years old, Weaver's row.
Coroner Delavan of Philadelohia has given the investigation into the hands of Mr. Jacoby, the Coroner
of Mostgomery County, who, it is said, will commence
the irquests to-morrow. Coroner Delavan will only
told inquests on the bodies of shose who died within
the city limits. The disaster still continues the exciting topic of the

The disaster still continues the exciting topic of the city, and many are divided in opinion as to who is really responsible for its occurrence. In view of this, the instructions issued for the guidance of conductors on that day will be of emirent service in clearing up all such doubts. They could not be found yesterday afternoon nor this morning at the Cohock ink depet by the railway officers, but one of the reporters for the press, being of an investigating turn, found the original copy under a large sheet of blotting paper on a desk in the office. The instructions are as follows:

RENNING INSTRUCTIONS OF THE NORTH PANNYLVANIA BALLROAD JULY 17.

NIA RAILROAD JULY 17. TRANSPORTATION OFFICE, Ju y 16, 1856.

WM. SHULTZ, esq.: Dran Sir -The following are the arrangements for running AR SIR - The following solution trains to morrow: a current trains to morrow: a current No. 1, leave Master street at 5 o'clock a m, and to Ft. Washington, with a clear track, by the m. Returning follow fing of 6:15 train from Ft. W. and arrive at all sater and follow fine of the morrow of the m

Excursion No 2 leave Master street at 8:05 a. m., and follow flag of e13 train from Ft. W. and arrive at disaster street at 7.15 a. m.

Excursion No 2 leave Master street at 8:05 a. m., and follow flag of regular train to Ft. W. The engine will follow same train to Gwynedd, turn, and follow back to Ft. W.

Extrustion No 1 leave It. W. at 5:55 p. m., and run to Master street, with clear track by 6:30 p. m. Returning, follow 6:37 m. in for Ft. W. Excursion No. 2 leave Ft. W. at 5:50 p. m., and run to Master street, with clear track to Master street by 8:50.

The train carrying flag for Excursion will keep main track at prasing places. Extra precaution must be taken by conductors and explacers carrying or following a flag to prevest callision. Opposite trains will well 15 minutes or flag for Excursion train, and the fact that 15 minutes behind, the must be kept out of way of require trains.

From the above if it evident that the blane less at the coor of Vanstrovoren, the conductor of the down train, who, against his instructions and contrary to the advice of a number of persons, left the Fort Washington Depot when he knew the excursion train could not have been much more than a mile cistant. Then the engineers of both trains are to blame for approaching so sharp a curve without bluwing the whiste. Overwhelmed by the consequences of his recklessness Vanstavoren put a period to his existence by taking arterior. The Evening Bulletin says:

"The suicide of the conductor of the down train is ore of the tragic incidents of this terrible affair. Mr. Vanstavoren, after the accident, precared a vehicle and canne to the city with the dreadful news. He received no bodily injury by the collision, but when he reached the city he was in a very high seat of excitement, and hinted at an intention to destroy his own

received no bodily injury by the collision, but when he reached the city he was in a very high scate of excitement, and hinted at an intention to destroy hie own life. This was subsequently put into execution. In the course of the afternoon he procured an onace of notwithstanding the exertions of several physicians to save him. Mr. V. was but twenty-nine years of age; he was unmarried, and resided with his brother in Buttonwood street, above Tenth, His funeral will take place on Sunday afternoon. The decessed was much respected by a very large circle of friends, and he enjoyed the confidence of his employers in the fullest degree. A report is in circulation that he was employed upon the Camden and Amboy Railroad at the time of the Burlingson disaster; but this, we are assured, is entirely false. He had no connection whatever with that accident."

ver with that accident. Many of the sufferers by this accident are destitute. from the loss of parents, and others are too poor to meet the necessary funeral expenses. A movement is on foot among the citizens to afford such relief as may be

From The Philadelphia Rulletiu of last evening.

The great topic of conversation since yesterday meening has been the terrible disaster upon the North Pennsylvania Raitroad. Knots gathered at the street corners to discurs the event and in omnibuses, and in every other place where people were assembled, the great accident was the topic that monopolized the

nversation. The Seventeenth Ward, where most of the victims resided, is literally thrown into mourning. I street had its closed shutters and other signs of and wailing and lamentation were heard upon all sides the excited people.
THE KILLED AND THE WOUNDED.

THE KILLED AND THE WOUNDED.

There is still much confusion regarding the killed and the wounded. This is eving to several causes. In the first place, many of the bodies are so shockingly mutilated that they cannot be recognized. Others, it is believed, were entirely consumed in the flames. Many of the wounded were taken in charge by their founds, and their ranges will happen to any the known. outside their immediate circle. From the most rehable accounts we are induced to believe that the total number of the counts we are induced to believe that the total number of the counts we are induced to believe that the total number of the counts we are induced to believe that the total number of the counts were not considered. ber of dead will reach sixty, while the wounded will um up to about one hundred THE KILLED

The names of those known to be killed are as fol-The Rev. Daniel Sheridan of St. Michael's Church. Resided in Second street above Master. He was sushed in a dreadful manner between two cars.

crushed in a dreadmi manaer between two thirty.

Hugh Campbell, residing in Jefferson street, between Cac walader and Washington, agen 15.

Mary Lilly, residing in Charlotte street.

James McIstyre, 16 years of age, residing in Washington street, above Jefferson.

Barney Green, a lad, dreadfully margled.

Mirs Sorah McGuigan.

John Dugan, residing in Master street, below Germantown mod.

John Riners. Resided in Cadwalader street, second oor be ow Oxford. James Hickey. Resided corner of Philip and Jef

John Bracy.

John Bracy.

William Barnard, residing in Cadwalader street,
near Master, was burned up before be could be rescued.

Henry Harris, Engineer. His injuries are of a dreadful character. He was aged 21 years.

John Dueson, near Frankford road and Washington

averue. Employed in a machine shop.

James Rey, residing in Cadwalager street, below
Oxford. Body dreadfully crushed.

James Hurley. Kate McGurk, residing in Washington, near Jeffe James Congdon.

Herry Harvey. Edward Hall, residing to Germantown road, above Master street. Miss Ellen Clark, residing at No. 100 Haucock

D. viel Marlow, age d 11 years, residing in Jefferson starst, near Master. John McGuire, aged 21, residence Charlotte street,

below Master.
Mery M. Erlair, a child, living in Hancock street, low Master. John Gribbens, aged 18. Resided in Second street,

Henry Core, an adult, lived in Second street, above

Sally McGee, aged 18, living in Hancock street, near

John M. Graw, Brother and sister.
Johnes Conen, Washington street, near Franklin.

Mrs. Mary O Daniels, residing at Wood and Master stricts.

John O'Daniels, aged two years. Both the above dies after reaching the city. The child had both legs

counted.
A lad named Thomas Barnett, living in Cadwalader street, above Jefferson.

John Devlin brought to the city last night.

A lad names Edward Gillen, living in Fourth street

allove Mester, is mi-sing. Patrick Hickey—recided in Washington street, near

We are much indebted to policeman J. J. Jeffries We are much mot bled to possessar J. J. J. Bres, of the Eleventh District, for very efficient efforts to obtain for us the names of persons killed and misred, John Sican, aged 13 residence Singley's row.

Francis Wolls aged 21, Philip above Master street, Patrick and Edward Flamigan, the former 16 and the latter 18 years old, Philk, above Master street.

Michael Burne, Cadwalader and Jefferson streets, missive.

McAleer, Third, shove Columbia avenue Cutharine Kroener, No. 56 Frankin avenue. James Gollagner, Wester's court, between Cadwal-ader street and German'own Road.

Lawrence Diston, Frankford road above Vicuna Bridget McCain, Brenner's court, above Third street

massing).
John McVey, aged 15, Philip below Oxford street.
Hugh Tiscy, boy, Fourth below Jefferson street.
A boy named Kelly.
Lewis Rivel, aged 13, son of Adam Rivel. Perty

etre t (missing). Catharine Cokery died at St. Joseph's Hespital this Met the Cohecksink Station there remain six bodies

yet unrec gaized. Four of them are charred so badly that they never can be known; the others are those if a boy and a woman. The limbs of the female are a boy and a woman. The lines of the terms are burned entirely (if, and the remains are in a shocking condition. The boy appears to have been crashed to centh and then backly burned.

The recognition of some of the bodies must have been a very questicable kind of identification.

The total number of dead and missing whose names the conditions in the results.

are known is FIFTY!
Add to the the six bodies unrecognized makes an aggregate of FIFTY-SIX KILLED! Others who are wounced will nevitably die THE CONDITION OF THE FAMILIES OF THE

Most of the sufferers being ged to the humbler classes, and their means in mary instances, are illy competent to meet the exigencies of the occasion. Exertions are being ande to provide for the present wants of the affin ted families, and Johr Welsh esq., the President of the North Permyyvania Raifrond Company, has himself contributed \$500 toward the fond. The following appeal has been handed to us for publication: VICTIMS. tion: To the Citizens of Philadelphia.

To the Citizens of Philadelphia.

A frightful accident on the North Pennsylvania Rallroad has made it recessary to appeal to your benevolence.

By the adoctastropte of yesterday hundreds of poor people are made to feel the need of assistance. We appeal on their behalf to your philanthropy. In this sore distress, sid, to be useful must be primpt.

Contributions directed to either of the undersigned will be applied to the object of the donors, and will be accounted for; the manes of those masking contributions are requested.

MICHAEL KLENAN, No. 301 Dermanstown Road.

JOHN BEARTY, Second afters below Masses.

HUGH CLARK, Fourth and Master streets.

HERKY CRILTY, cor. of Thompon and Third streets.

GEO. W. BURR, No. 149 Phonix arts st.

NOUNDERS OF THE DISASTER.

INCIDENTS OF THE DISASTER. Like all such tririble events, this calamity was marked by incidents that exhibited the noblest feelings

marked by incidents that exhibited the nobicet feelings of humarity. Among the many instances of a nobic heroism of which we heard, were the following:

Near tre scene of the accessor stands Mr Bitting's Hotel. At this house there are several boarders, house and geritemen, who have secured Summer longings there to avoid our heated city. The boarders at this hotel were early at the scene of the disaster, and rendered every service in their power, but what was calculated most to melt the stoutest heart was the following incident: A little, feeble infant was found in the rums of one of the care, pitcously crying for its mother. No mether appeared to answer the summons—she was dentitless crushed to ceath. Quick as thought Mrs. G., due of the boarders at Butting's, edized the little of others crushed to ceally greatly, seized the little sufferer end placed is to her own breast, and there, in der the burning rays of the sun, this woman, rost bing, persaps, her own infant of its noorisbunes, was suctaining this orphar, while ah around was noise and confusion, and greatly and suffering and ceath.

corfusion, and greats and suffering and ceath.

Among the Surgeons who were present and who labored with so much industry that they seemed to be ubiquirous were Drs. Green, Henry, Corson, Martien,

Founce, Bolton and Shelmerdine.
The weather yesterday was terribly hot and the sun glared down with areadful intensity upon the poor vicinis, and upon those who toiled to relieve their

An eye wimes describes one car that took fire, and which was in flames in an instant. As soon as possible the car was broken open, but no living soul was left in it. The inmates were all dead and enveloped GENERAL FACTS AND INCIDENTS.

The ground of the road is "made," an embankment running along for about 100 or 150 yards. This cubankment is about 26 teet in hight.

The track is single, and when the locomotives rushed

The track is single, and when the locomotives rushed together they reared up upon end, dashing each other to pieces and becoming analgamated as it were in an apparently mexicable mass of non and brass. The bottons of the two engines struck together and the cather mass fed over upon their size upon the western slepe of the embackment. There of the cars of the extension train caught fire bke a flash, and is a very few moments nothing was left of them but the wheels, the other iron work, and a few charred timbers and smouldering pieces of the human frame. There are two hotels, two dwelling houses, a blacksmith shop, and a small shed, within about 300 yar s of the scene, and to these places the wounded were first carried. and to these places the wounded were first carried Not a tree is to be seen for a consulerable distance of Not a free it to be seen for a considerable distance and the fistre sun heat down upon the dead, the wounded, their rescuers, and their half crazed friends who were flocking to the scene, all running on foot, in wagens, and every species of vehicle that

could be procured in the city.

We will not shock our readers by a description of
the concition of these bodies. All were burned in the
most borible manner, and of the whol number shere most borrible manner, and of the whol number there were many that were so murilated that there is not the slightest hope of their being identified. Very few had any vestige of their clothing left on their bodier, and the heads nod limbs of many were burned entirely off! This morning there were liftered bodies at the Master street Depo, that cannot possibly be recomined.

Some of the bodies of the victims were without coult, entirely consumed. Exclientement Davis, in searching among the ashes under some portion of the machinery, found a few calcined human bones in two

machinery, found a few calcined human bones in two places. They were, without doubt, all that was left of the human beings! The remains of both could reachly be held in the palm of the band.

Two or three trains ran to and fro between the city sid the scene of the disaster during the afternoon. The friends of the sufference rowd a upon the up trains describe the exertions of the police to prevent a rush describe the exertions of the police to prevent a rush describe the exertions of the police to prevent a rush describe.

The friends of the sufferes crowds a upon the dy-despite the exertions of the police to prevent a rush, and some of the more during ones actually rode upon the cow catcher in front of the locametries. As some as intelligence of the calemity reached the city the principal of St. Josephis Hospital and three Sisters of Charry attached to the institution, imme-diately repaired to the space. The "Strip" were to be seen moving about the Agg-Is of Mercy among the Mr E. V McCoy a merchant doing business in Sec

ond street, was enough the passing on the dewn train, but saved himself by jumping from the pastform of the rear car. He immediately went to work to relieve the wounded and take from the burning care these that he could rescue.

A large number of policemen were sent up to the state of the particular and the sent and

seeps, and performed good service in preserving order, moving the coad. Ac. A very strong police force was upon cury curing the day and night in the District of Kensington. ensitates.

The Posice Telegraph was of great service during the Posice Telegraph was of great service disaster to day one right. The first intimation of the disaster and it was

The Poice Telegraph was of great service day and right. The first intimation of the disaster reached the Cuy Hall through its agency, and it was kep in constant operation afterward, transmitting instructions to the Police.

About \$4 o'clock last night, Mr. Win. Lee, the engines of the countrair, was arrested by office Byerly of the Second Displet on the Pennsylvania Rulton-danc lecked up in the Fourth Ward Station House. He is belong the instance of Coroner Delayan, until an investigation is had as to the cause of the sad calamity.

He is held at the instance of Coroner Desawa, thin an investigation is hed as to the came of the end on analy.

A High Mass and the one quies of the Rev. Mr. She idea, and those who perished with him, will take place to-morrow morning at St. Michael's Church. Dr. Meriarty will acliver the funeral oration.

Among the enumge incidents of this disaster was the following: A boy, thirteen years of eag, was in the foremost car of the wrecked train. When the crush of this disaster was the foremost car of the wrecked train.

following: A boy thirteen years of age, was in the foremest car of the wrecked train. When the crush took place, he was thrown our through a break in the Arran' escaped unipposed. He was so much seared that he tak all the way to the city, and he was the first took place in contact unterly beggars description.

to carry the intelligence of the calamity to C. B. F. O. Neil, Eq., whose family was upon the train. They

Another boy about the same age had a father and Another bey about the scale age had a facher and nother upon the train. Upon bearing the news he started from the city to welk to the scene. He was packed up by the five o clock train, when about ten notice from the city. He was nearly exhausted when

APPEARANCE OF KENSINGTON THIS MORNING. Affracance of Kensing for This Morning.

Although the excitement has subsided in a great measure in the northern pertion of the city, yet in passing along the streets the signs of general mourning are very plainly visible. Griefstricken fathers mether, eighter and biothers are met at every turn, and from very many door knobs hangs the crape insignia of court.

of death.

Large numbers of persons visited St. Michael's
Clearch, at Second and Jefferson streets, supposing
that the remains of Father Sheridan would be laid in that the remains of rather sperican would be laid in state at the church. The corpse was not to be seen this notating, but the public will be permitted to view it ten corrow, at which time the funeral eeremonies of the Reman Carbolic Caurch will be performed with un-

usual pomp and ceremony.

THE INJURED AT FORT WASHINGTON. THE INTEREST AT FORT.

Most of the victims of the disaster have been brought to the city by the various trains of last night and to-day, although a few stall remain in the vicinity of Fort Washington, where their injuries are being attended to at tave us and private residences.

From The Philadelphia Evening Journal of yesterday. Nowithstarding the excitement in reference to the calculity of yesterday has partially subsided, and the public look upon the matter with an eye whose clearness is less dimmed by the fervent feelings of the monent, it is proper that a review be had of the facts and encountries. These can be summed up in a very to weeks.

w words. Two trains came in collision upon a single track railroad, and fifty human beings were hurried from time to eternity, while over one hundred were dangerously

wounded.

From an examination into the circumstances and 7. In eye witherees, there can exist but little doubt bet both trains were in motion, and the force of the rellision, which was sufficient to burl both engines from

the tinck, and by them side by side, heading diago-rally from and at some distance beyond it, indicates that the speed of one, at least, nust have been great. Besice this, the shock was sufficient to carry the three foremest cars of the excursion train into a heap; and then, amid the escaping steam from the locomo-tives, the flanes burst forth, and consumed the unfortives, the names burst torm, and consumed the unforturate innates before they had an opportunity to esap+. There were three death-dealing measures in
progress at one and the same time—the crushing or
the collision, the scalding steam and the consuming
fits. The extent of the latter may be comprehended. when it is known that, of three cars, there remained atsointely robing but fragments of iron and glass. and two hours after the occurrence the iron track at the spot was so but that it could not be touched with the naked hard.

the naked hand.

The collision occurred a short distance above a cathen, at which it would have been the duty of the station, at which it would have been the daily of the down-train to stop, and the excursion train to pass. This will wanten the conclusion that the speed of the down train was not as great as that of its opponent, it being in course of halting, while that of the excursion would be under no necessity of reducing its

The precise spot, as we have before stated, was The precise spot, as we have before stated, was above the centre of a stretch of road several hunded yards in length, at either end of which there is a curve. This stretch is an embankment of nearly twenty feet in hight, and two trains coming in opposite oriections, and rounding the curve at either end, would have no time nor space to stop, if their speed was at all great, to avoid contact.

So much for the causes and circumstances influencing

So wuch for the causes and circumstances influencing the occurrence.

AFTER THE ACCIDENT.

The scene was immediately attended by neighboring residents, and every arcistance possible rendered by the unrejered to the wounced. News was dispatched to the city and a train seat out, while at the Schackamaxon de pet in the city every preparation was made to relieve those brought down by the expected train. Mr. A. H. Fracker, the freightmaster of the road, was at the Shackamaxon depot, swairing the early cown train from Gwynred. After it had been due for some time, fearing some accident had happened, he started on foot up the road, and met messengers bearing the sead news. The Procident and Chief Engineer of the Company then art mpted to reach the scene in a lend-car, but so great was the excitement that the people would not allow it to leave the depot.

REACHING THE SCENE OF THE ACCIDENT.

In reference to this the utmost difficulty prevailed. There was but one locometive on the road on this side of the fatal spot, and it had taken cars up and remained there. The cistance from the city was fourteen niles and there was no certainty as to the time that all xhous firends could be able to reach the scene. Numbers, in view of these facts, took private conveyances, and the Chestout Hill Turripike, the noarest route, exhibited a string of fast driving vehicles. Others to the tone tone misses, and which the remainder of the distance, it have force misses. It is due to the Secretary and The scene was in me distely attended by neighboring

pace, and walked the remainder of the distance, it leng there miles. It is due to the Secretary and others of this last-named company to say that they others of this inst-named company to say that they oneered every assistance in their power to those desirous of being early on the ground. One of our reporters can eithe first-mentioned method of reaching the spot, and describes the scenes that met his eye as college.

Leaving the Shackamaxon Depot, and proceeding though the entire section of the city in that vicinity, anxious facer prected the spectators. The depot itself elliptered to be the culminating point, and around it—upon the fences, the commons, and every available pot—through an immense assemblage. Every new comer was greeted with an inquiry, and the sight of the note-book of a reporter drew together a crowd, whose queries would have overpowed the knowledge

f a Solom n.

As we left the city upon the Germantown Road, and As we left the city upon the Germantown Road, and reacted the Twenty-second Ward, the excitement appeared to to diminish in the least. Every few moments there would pass us some vehicle, the driver of which was using the whip with desperate energy, and the immutes of which were bending forward as though it were possible for eager vision to conquer distance. Mothers were weeping—fathers with compressed lipt—and all hurrying toward the one aim. The citizers of Germantown were on the qui vive, and quertion and response were shouted forth as the travelers passed on the exciting ride. It was a ride for life truly.

Chestrut Hill was reached and here became percentibe some of the effects of the said disaster. Wag-

one met us on their homeward course, freighted with tetrethmen's which had been intenced for the Excursien party. Their occupants were a weary look, and they reemed indeed meckers at Death's festival, so inappropriate was their business with the present matters that occupied the wind. One of them paused to speak with a party hastening to the disaster. The drivers of the two vehicles were friends.
"Dennis, Dennis, are my children safe?" oried an

arxions father.
"Safe, darling, safe," was the reply, "but woe the

Tay Father Sheridan is killed."

The strong man—he who but a moment before had been in suspense—wept like a child. His feelings were a mingling of joy and grief—but on they dreve.

be non suspense—weep like a cind. Histochags were a mingling of joy and grief—but on they drove.

Toll gates were passed without stopping—steep ascents evercome and valleys entered at a headlong pace. Of what use was it to mention the power of law to those governed by the higher potency of the feelings of nature.

About a mile from the scene of action, we left the high roac and plunged into a small thoroughfare. One of the raid of the could be traced the crystal waters of running brooks. All rature was as quiet and lovely as ever, but the eyes that pared upon it the aght not of it, beeded it not. We ascended a hill and then, for the first time, viewed the awful catastrophe.

Before as was extended a valley of no very great size. Through the center of it, running in a northerly and southerly direction, was an enabankment, and upon it the railroad track. About the center the land king runns of the locaractives and ears told the

open it the railroad track. About the center the making rules of the locarotives and ears took the preche agot while through varie standing, walking or reposing near by. At one and of the valley, where a turn of the road hid it from sight, a small frame building was situated, and toward it were being conveyed the blackened remains of human forms. We no longer viewed from a distance, but descended at onse to the spot. Upon the road, a short distance this side of it, a brock crossed. Here dozens of horses and vehicles were standing tied to the trees and fences.

The nearer we approached the place of death, the more the sensitive feelings of humanity were salled into play. Parties of the excursionists who had been unrighted, were scated upon the green sward, with

unmigrate, were seated upon the green sward, with countenances sad and pair. The white and show desires of the young girls afforded a sid contrast to the mental condition as portrayed by their features, end many a one that day, whose not arel had equalled that of a birde, was claimed to be the Bride of Death. Passing through the throng of peopla, we came to the small building before mentioned. The doorway

was rowded but there were few who entered. Taking courage, we joined these, and gianced at the interior. Upon a confused heap lay the mortal remains of ninetern persons, the majority so interly disfigured as to cefy recognition. Some, however, were tolerably well preserved, and several glandly upturned faces in-spited us with a feeling that will continue for many a cey henceforth. It is irapossible for any power less than Dryice to describe and convey a full idea of the sliair. Near by this clearnel house, beneath a pile of hostids, reposed the bedies of eight more viotims.

tion. To detail the facts would be revolting. We can

tion. To detail the facts would be revolting. We can only say that seldom more than once in a lifetime are the eyes of man greeter by such a sight, and the impression made then be will carry to the grave.

A train of three cars was standing on the ground, receiving those who were able to depart for the city. We entered and pessed though them. They had belonged to the excursion train, and upon the very seats that had been eccupied by merry, laughing groups on the cutward trip, were now laid the bleeding and mangled forms of those same persons returning home. What a comment upon the uncertainty of existence?

There were many incidents in the cases that deserve recording. Woman was there—and though from her forchead the crimeon stream store forth, yet her arms encircled and her bosom upheld the fainting but manly form of her womned husband. Groaning fashers and tained their sinking children, and gentle infartshildren held the cooking water to the lips of those near and cent to them. The medical attendants did all in their power to alleviate the sufferings of the afflicted, and to them too much presse cannot be avvaried.

That rain with its varied burster seen left for the

power to alleviate the sufferings of the afflicted, and to the intoo much press cannot be awarded.

The train with its varied burden soon left for the city, and we accompanied it. Now and then the iron lorse woule pause at some spring to afford an opportanity of obtaining fresh water, and then proceed onward toward the city. This was at length reached. The cars were throughd with an immerse concourse, and the disabled conveyed to their horzes, while the unreceptized dead were conveyed within the depot.

DEATH OF ONE OF THE COSDUCTORS.

William Vanstaveren, the Conductor of the downstrain, died at his residence, No. 149 Buttonwood street, yesternay afternoon about 5 o clock. Rumors were prevalent that the deceased committed suicide, but we have heard of nothing to warrant such an ascertion.

have heard of nothing to warrant such an assertion. The excitement of the occasion, and the weight of responsibility resting upon an official on such an occasion, would be sufficient to induce sickness in any one of nervous temperament.

iBy Tetegreph.i Рималирима, Friday, July 18, 1856.

The excitement is relation to the catastrophe continnes unabated. The Railroad Depot and the streets are thronged with people. Coroner Delavanhas commerced his duties by viewing the bodies at the houses

will not proceed till evening-A number of unfounded reports were in circulation this morning of accidents on other reads, indicating the feversh anxiety that exists among the community. The Norristown Road was said to have broken down, but after investigation, it was found that the report proceeded from the fact that a number of the wounded had come over that route from Chestout Hill. A large number of the unhurt also

As the list of the wounded published were mainly those brought down over the North Pennsylvania Railroad, the number is less than were actually injured.

passed a resolution of sympathy with the bereaved, expressing their determination to relieve the discresses incident to the calamity as far as was in their power. A subscription has been started to contribute to this

The following burned bodies have been recognized: John Sloan, Francis Walls, H. Patrick Flanegau. Catharine Kivener, Edw. P. Gillan, Hugh Trucey. John Dudson, James Gallagher, James McCort, John McAbeer John MaVey, and John Brady.

The investigation of the accident was not commenced this evening by the Coroner of this city, as the columity occurred beyond the bounds of the city. having taken place in Montgomery County, and most of the bodies were removed to this city before these Coroner of that county had seen them. A joint investigation by both Coroners will probably be commenced

From Our Special Correspondent.
PHILADELPHIA, Friday, July 18, 1856.

The weather is most oppressive, the thermom > trical hights running above 1000 in the street; by at by having the doors and windows shut during t so day and keeping out the sun, the heat is so far diminished that existence is telerable. I have not yet been able to discover the absolute dement a of the cause of the railroad concussion and mess sere of yesterday-with which conductor, who ther of the up or the down train, lay the av vful-cours of holding back and turning out. An examination of the conductor of the clewn train, against whom public indignation chae fly or entirely was set, is now out of the questio a, for that person, frantic with the result, "took e nough "arsenic to kill a horse," and is dead. The engineer of the down train is in custody. The so enductor of the up-train, the excursion one, is dead of from

The road where the disaster took place may be compared to a letter S inverted. The ups per part of the curve is hid by an embarkment with trees, so that an engine in the low er curve cannot see it. The body of the road | ying becannot see it. The body of the read I ying beand fifty yards; so just imagine the a simuth of time it takes for two trains to divide! hat space between them going at full speed. It is seems incredible that any conductor, whether good wn, could in his senses run the sale adow of a

risk under such physical provisions, it said, for wholesale slaughter, unless to care be used. There ought to be fect understanding—some laws as as those of the Mades and Persis to the course to be pursued, whene line of a railroad is so deflected from varcing train cannot be seen in tim concussion. But what is yet mor double tracks, so that these pioneer cease. The terrible capacities best be appreciated in reflectin of matter shown on the late scene g on the wreck of action. The heaviest bars of iron, thick as iron , pillars, capable

of sestaining large buildings, is though they were straws. The I the flames, eating up the pond e snapped off as lungry ferocity of erous cars, is evidenced in the wrecks, which are eashes, save these broken iron bars; and the backlies, when not ree ashes, save these duced to ashes, are ghastly the cimens of headless, anniess, or legisss trunks. magine these lying in the sun blazing down at oul inary heat. The manner in which Ar ericans allow themselves to be slaughtered so soon as they begin to

might be

e uttermost

unalterable

ver the right

n, that an ad

slaughterings

of steam can

travel is one of the anomal ies of the age. The esale and retail when despots of Europe kill whol at war, which may be cons idered, so far as history indicates, the normal rad her that the absormal condition of States unity pularly governed. The wars of this country, on the contrary, since wars of this country, it became a federation on the contrary, since n, are so trivial that peace here may be affirmed as the rule and the contrary the very great excep-tion. And, under such a beniga course, it would appear to be a logical result that a regard for life, perfectly as precedented in the battle-charged annals of em pires, would bless our social tate. But logic, r evertheless, seems utterly at fault. The loss to life by travel in this country has no parallel in the world. At may be safely affirmed that there are more lives sacrificed in a year on an average in any car; of the large States of the Union by re dway and at camboat travel than in all the European States combined. Yester-day's TRIBUNE records two or ich disasters, with an suggregate of nearly 200 visit us. Such exhibitions reem properly the product r of simply of barbarism but of the crudest savager ,; and, in conflict with the dazzing genius of the age, which fills the heavens of hope with a by nefigent play of the arts, abbreviating toil and exage inding bounders, is equally horrible and incoracy else naible.

- lost where they cannot he found-are recar ded for yesterday's disaster, beside more wound ad parties. If the deaths be swelled to 60 it no d not be matter of surprise, for the infernal fames of the crash must be borne in

notables- none with handles to their names-none stuff for obiav ary notices. But still they were human-a trub, which escapes all the historians of the old schr ol-the writers on Alexanders, Casars, Charlemas nes, Napoleons, Georges-who dispose of masses o', men as coolly as if they were maggots. How fa', will this old spirit be manifested through this lr .st accident? How soon will the newlycover ed graves of such bedies as were not reduced to F owder, cease to breathe a moral or a warning?

As was experted the everal cases of additional deaths and missed had been lost where they cannot None of the 'victims save the parish priest are

of their relatives, but the examination of witnesses

came home that way.

which was not less than a hundred. The Board of Directors of the Road this morning